payments from the IA and is disengaging the workers in the flight kitchen department of the Hotel;

(b) whether the management of the ITDC has not taken up the matter with the Indian Airlines for releasing the payments and has been delaying the bills;

(c) whether any action has been taken to retain its business with the Indian Airlines and to absorb the workers in the Hotel itself; and

(d) if so, what are the details thereof ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) No, Sir.

(b) ITDC has been in correspondence with the Indian Airlines to realise their outstanding payments.

(c) and (d) Do not arise.

Revenue earned by Indian Airlines on account of passenger and cargo traffic

3384. SHRI S. S. AHLUWALIA : Will the Minister of CIVIL AVIATION & TOURISM be pleased to state :

(a) whether it is a fact that Indian Airlines has been suffering losses despite enjoying monopoly status as far as the major commercial air-traffic business in the country is concerned, if so, the reasons therefor;

(b) the year-wise details of gross revenue earnings, both on account of passenger and cargo traffic, during the Seventh Plan period and upto the 31st January, 1993 of the current plan period showing, separately, the components of profit/loss therein;

(c) the details of the increase in fare, fuel charge, etc. imposed during the above period; and

(d) what steps are being taken or contemplated by Government to avoid loss to Indian Airlines ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) The year-wise details of gross revenue earnings on account of passengers and cargo traffic and profit/loss of Indian Airlines during the VII Five Year Plan and upto 31-1-1993 are shown in the Statement (*see* below) . Main reasons for the losses were grounding of A-320 fleet and increase in foreign exchange rates, ATF prices, insurance premium rates, landing charges etc.

(c) Domestic fare of Indian Airlines has two components (i) Basic fare; and (ii) Fuel Surcharge. The details of the increase in fares since 1985-86 are as under :—

Effective	Percentage increase in	Percentage increase in domestic fare (basic fare+fuel surcharge)
29-6-1985	Basic Fare 8.3% Fuel Surcharge 30%	14.3%
18-3-1986	Fuel Surcharge 20%	6.7%
25-6-1987	Basic Fare* 10%	6.4%
16-2-1989	Rationalisation of fares up to 500 kms.	1.6%
9-7-1989	Basic Fare 20.3%	13.6%
11-4-1990	Fuel Surcharge 54.1%	15.7%
26-9-1990	Gulf Evacuation Surcharge 25.8%	10.0%
7-10-1991	Basic Fare 16.1% Fuel Surcharge 24.9%	20.0%
2-10-1992	Fuel Surcharge 19.6%	9%

(d) Short-term and long-term steps taken or proposed to be taken to reduce the losses are :

Short-term steps

— Monitoring of schedules, matching with demand.

— Economy in aircraft fuel consumption by, shortening of routes and optimisation of speed schedules/cruising levels etc.

— Frequent pre-flight checks to avoid wastage on food uplift/catering items.

— *Deferment/avoidance of expenditure* of capital nature unless considered essential for operational reasons.

— Reduction in overtime wherever possible.

Long-terms steps

— Induction of modern technology and fuel efficient aircraft.

— Improvement in productivity.

— Life Development Programme to enhance the cycles of various checks and engineering inspections so as to reduce expenditure on engineering and improve availability of aircraft for revenue purposes.

— Optimisation of fleet utilisation of aircraft,

— System improvement leading to improvement in work procedures and services.

Statement

Details of Passengers and Cargo Revenue

(Rs. in crores)

Year	Passenger Revenue	Cargo Revenue	Profit/(Loss) after tax
1985-86	612.90	50.10	63.21
1986-87	719.45	54.81	38.74
1987-88	804.16	66.98	30.10
1988-89	833.81	71.16	10.68
1989-90	923.48	74.47	(15.
1990-91	945.77	74.02	(64.59)
1991-92	1266.15	83.30	(198.85)
1992-93 (Up to Jan. 93)	1069.48	71.65	(148.76)

*Cargo—Freight and excess baggage.

Action Plan for Travel Circuits/Areas

3385. DR. SANJAYA SINH : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether any Action Plan has been formulated so far by Government for the promotion and development of certain Travel Circuits/Areas which have been identified for the purpose; and

(b) if so, what are the details thereof ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) Yes, Sir.

(b) In the National Action Plan for Tourism, 11 Travel Circuits and 6 Destinations have been identified for intensive development and Action Plans for these have been drawn up, which include creation of infrastructural facilities such as tourist complexes, tourist reception centres, yatri niwases, yatrikas, cafeterias, wayside amenities, tented accommodation and purchase of equipment connected with adventure sports.